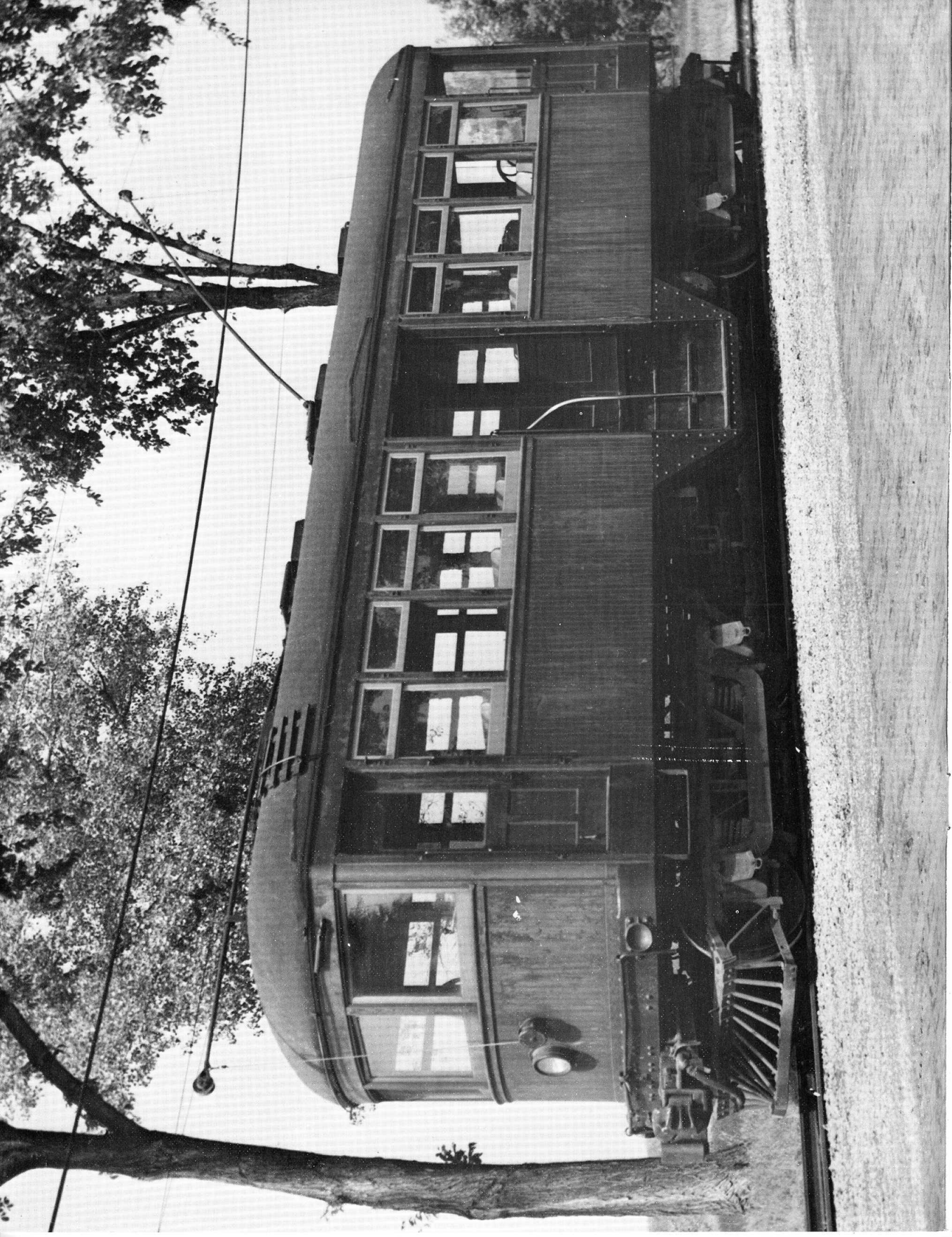


Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Fall 1988







Official Publication of the

**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

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About The Cover: Builders photo of MTM's Chicago, Burlington, and Quincy diesel electric motor car 9735 most likley at the Electro Motive Corporation erection grounds in March of 1929. 9735 was built by EMC-Pullman in 1929 as CB&Q gas electric 735. In 1930 the gas electrics were renumbered in the 9000 series keeping their original numbers. All of the 9700 series cars were full mail/baggage cars and usually pulled a coach or combine trailer. Occasionally they were used as branchline locomotives.

Photo MTM Collection

Inside Cover: In this view we see the Minneapolis Filtration Plant Railway motor car somewhere in Columbia Heights circa 1940's. The car was built by the McGuire-Cummings Car Company.

F. Butts Photo, MTM Collection

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MTM LIBRARY

The MTM library is getting started! Plans are to have the library open on Wednesday evenings at the Jackson Street Roundhouse in the near future. If you have material you have been saving for the museum or have material you want to donate please contact **Hudson Leighton**.

1988 MEETING SCHEDULE

This is your official notice of Museum membership meetings scheduled for 1988. Please note them on your calendar or appointment book. The meeting schedule will appear in the *MinneGazette*, but separate notices will not be mailed for each meeting during the year. All meetings will begin at 7:30 p.m.

November 22: Annual Meeting

Northwestern National Life Building,
Washington & Marquette Avenues Minneapolis, MN

In Memory of Doris Voligny

July 11, 1928 - August 20, 1988

With deep regret we bring the news of Doris's passing. Many of you may know Doris from riding the train in Stillwater. She did much of the ticket, and souvineers sales, and crew scheduling. In addition she set up the MTM display at local model railroad shows so the public could find out about the MTM. She was also quite often a car attendant on MTM excursions. She will be missed by everyone.

Editorial

Same Old Story.

Jackson Street Roundhouse versus Stillwater, although I feel as though I've written quite enough about this topic I think that maybe after many comments that have gotten back to me about the last editorial I'll continue on this subject. The Summer Issue's editorial titled, "What Is A Museum Anyway?", seems to have stirred up quite a ruckus with some people. Why is it that people think we either have to be an operating museum or a static display museum instead of a combination of both? Gathering from the comments I've heard regarding my editorial I think many people misunderstood the whole point of it.

For many years the Minnesota Transportation Museum has been looking for a permanent home and a permanent place to operate its museum excursion trains. (I'll clarify right now that I'm talking about the railroad portion of the MTM.) For a time after NP 328 was put back in service the only place to run our equipment was on mainline excursions and at community events. These times were important to the development of the MTM's railroad museum and it is indeed regrettable that the cost of insurance prohibits us from continuing such operations at this time. Still the MTM continued looking for a home and operating site.

Then, seemingly overnight, the railroad museum turned 180 degrees from the direction it was headed. We found ourselves with mainline excursions and community appearances virtually out of reach, an old roundhouse converted to a warehouse, and a rail line in fairly reasonable shape. Our longtime dream had finally come true, a home and an operating site, but somehow the realization of our dream was bittersweet.

The pitting of the operating department against the restoration department is nothing new. The same problem arose after steam excursions began in the early eighties. The operating department and restoration department were split up into two separate divisions. This proved to be an

unfavorable situation and was resolved by combining the two under one division of the MTM. Well it seems that's where we're headed again. It didn't work before and I don't see how it can work now. We must keep in mind that both are key integral parts of the railroad museum. The only way we can achieve any progress is to work together. We can't be the Jackson Street Roundhouse Division, Stillwater Division, and Railroad Division. In order to build a stable and solid museum we must be ONE museum. There is no reason why we cannot operate trains in Stillwater, and restore, maintain, operate, and display equipment at Jackson Street Roundhouse all under one identity (or division). But, I will maintain that the direction of the museum thus far and, as it would appear to be well into the future, is oriented towards an operating museum. Both Jackson Street Roundhouse and Stillwater can be operating museums within the Stillwater and St. Paul Railroad.

In the last editorial many people thought I was saying that Jackson Street Roundhouse was an unimportant part of the museum and shouldn't be open for display to the public. In fact quite a few took offense to what I wrote about Jackson Street Roundhouse. Well to them I'm sorry they were offended but perhaps they should read and think more carefully before they start criticizing what I said. I will again relate to you my

Got A Question?

Just Dial

228 - 0263 FOR PUBLIC INFORMATION
228 - 9412 FOR MEMBERS INFORMATION

Ever wonder what's happening at Stillwater, Jackson Street Roundhouse, Lake Harriet this weekend? Are Stillwater trains running on schedule, and which pieces of track are crews working? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your Minnegazette that might (or might not) give you the answer?

MTM had you in mind when we installed telephone lines with a regularly up-dated information message. Nick Modders revises the messages regularly to help members stay up to the minute on what's happening, where and when. Now, through the magic of electronics, no MTM member need stay home and housebound on weekends. Just dial the number and find out where it's at!

thoughts regarding Jackson Street Roundhouse and Stillwater in order to try and clarify my viewpoint.

First, we have a railroad to operate in order to earn revenue to restore equipment and restore the Jackson Street Roundhouse complex. Second, we have the beginning of a roundhouse/shop/display area in St. Paul which needs enormous amounts of funding and restoration work in order to open it for public display. Now the question that faces us is, which do we concentrate on first? Rail operation in Stillwater or public displays in St. Paul? Instead of jumping in over our heads and then realizing we don't know how to swim (in typical MTM fashion), let's step back and take a look ahead for a moment. We appear to have basically three choices: 1) establish an operating museum at Stillwater with Jackson Street Roundhouse providing the shop space to maintain and restore equipment, 2) establish a museum for static display open to the public at Jackson Street Roundhouse, or 3) attempt to commence with the construction of both projects at once. Cost eliminates the last choice as uneconomical. That leaves the first two.

Here is where the misunderstanding begins. What I am advocating is that because the rail line is basically usable as is we should concentrate our efforts on establishing facilities at Stillwater to operate our trains there especially since MTM is founded on operating equipment. Although it will require large amounts of funding, it is not near as much required to get Jackson Street Roundhouse presentable and open to the public for display. Stillwater at this time can bring in more revenue and exposure to the public than could be obtained from the opening of the roundhouse to the public. But, Jackson Street

Roundhouse still remains vital to the railroad museum. We can't operate a railroad without any kind of a back shop for restoration and maintenance. Many people can't even begin to imagine the amount of maintenance required to keep a passenger train going, steam or diesel. It can't be done on some siding out in Stillwater, or even in whatever type of structure they build to house the equipment. We need a place in the Twin Cities which would be capable of heavy repairs and general restoration and maintenance. It seems we already have a place for that and it's Jackson Street Roundhouse.

The point is, let's be economical in trying to achieve our goals instead of going for all or none. Let's try to do one thing at a time and do it well instead of many things at once mediocre. Stillwater is already running for the second year in a row with a regular schedule every weekend and the addition of the Minnesota Zephyr. It would be wise to concentrate on continuing to develop the Stillwater & St. Paul operation in Stillwater. Jackson Street Roundhouse is far from being open to the public for display and requires large sums of money to complete or even begin. While now is the time to begin contemplating our plans for Jackson Street Roundhouse, the first phase and priority should be establishing a heavy repair facility to support Stillwater and mainline excursions, not seeing how fast we can open it to the public for displays in order to earn revenue at the site.

Sound harsh and opinionated? Maybe so, but the many years that I've been associated with the MTM, the whole purpose of the museum was to restore and operate vintage rail equipment, not stick it in a building for static display. I've said before and

I'll say it again, all the restored equipment cannot always be in operation at once. There will be a time when we will have equipment and artifacts that we'll want to display to the public at Jackson Street Roundhouse when it's not in operation somewhere but not at least until the end of the next decade. By then we will have raised enough funding and completed enough restoration of the building and equipment so that Jackson Street Roundhouse will be an excellent and well run museum in typical MTM tradition.

I'm all for running trains at Stillwater and creating displays at Jackson Street Roundhouse but I still believe the emphasis should remain on operation. It's what the museum was founded on and what keeps it going. With patience, wise planning and spending, and keeping the plan as simple as possible, we'll soon have a rail museum that is fully operational and equipment not in service will be available for public display.

I would like to leave you with one last thought. While I share these viewpoints they are not solely my own. This is the view of many of the volunteers who work on the equipment and keep the museum running. Obviously I have written this editorial but many ideas are things that I have gathered from the other volunteers. If so many people didn't share this viewpoint I wouldn't be writing about it today. The museum is not just the railroad equipment. It is really the volunteers who are the railroad museum. They make the railroad museum possible so maybe we should spend less time thinking about our own personal gain we can achieve from the museum and take time to hear and act on what those volunteers have to say.

THANK YOU

Continental Telephone for donation of telephone equipment for Jackson Street Roundhouse

President's Message

In the last Minnegazette I went on at some length about the museum's many problems and what could be done to solve them. I wrote about the need to budget, manage well and reorganize to meet the challenges of the future. That's all still true, but nobody likes to be critical all the time. Some really good things are happening within MTM, and I'd like to mention a few.

If you haven't been down to Lake Harriet to see the restoration of car No 78, do it soon. I live nearby, so I get there every week or two, but it's always worth going back. They are literally rebuilding it one stick at a time. The level of craftsmanship by **Bob Dumas** and his crew is exceptional. Old pieces of the car are cleaned up, reused, or become patterns for missing pieces that must be made from scratch. This is restoration as it should be done; good, slow and uncompromising.

Also, before the snow starts flying, get out to Stillwater for a ride in the fall colors. Remember that rickety piece of railroad we inherited from BN a few years ago? It's mostly gone, replaced by a line that would make many branch line operators drool. Sure, there are plenty of bad ties in need to replacement, but there

isn't a low joint in six miles. On the day of the member's picnic we made about 40mph on the welded rail and I thought I was on the Dakotan again, dodging lakes west of Alexandria.

Next time you're in a hobby shop, check out the magazine racks. You'll find the Minnegazette on sale for \$3.50 a copy, the only all-Minnesota publication there, and the only slick paper magazine I've seen from a railroad museum that runs trains. Sales are running over \$1000 a year, proof of a good product. I get unsolicited compliments on every issue. Thanks to **Jeff Braun** and **Hudson Leighton** and the rest of the Minnegazette staff for putting out such fine work.

Last and not least, the Board is making improvements behind the scenes that will help everything else work better. They have set a model this year for planning and budgeting that will be easier for next year's Board to follow. At the last meeting the Board approved election of officers by mail ballot, an improvement that will strengthen the museum's tradition of democracy. The Board is in the process of reorganizing itself to clarify who runs Stillwater, Jackson Street and Railroad equipment restoration, this has been long overdue. Also, for the first time, management skill will be a requirement for being a vice-president.

This is an impressive organization, and it just keeps getting better.

Railroad Report

Although this summer wasn't quite as productive as in past years, we still managed to accomplish a fair amount of work considering the rather sparse work force.

In July we operated an excursion train for the Anderson Windowall Corporation's company picnic. The three car train consisted of one of our NW-2 diesels and three cars. We carried in excess of 800 passengers during the five hour charter. Combine No 1102 was scheduled to remain in Stillwater for July and August but got flat wheels during transit and had to return to Minneapolis after the weekend to have its wheels turned at the Soo Line's Shoreham Wheel Shop. Instead coach No 1213 stayed behind and held down the remaining summer runs.

With one of the driest summers since the 1930's, steam locomotives were looked upon with some trepidation. Not wanting to tempt fate with stray sparks or cinders, NP 328 was relegated to sitting out the hot, dry summer in the confines of the Minnesota Commercial Railway's roundhouse. The idle time was not wasted though. The steam crew spent the summer fine tuning and performing general maintenance on the locomotive for Fall when hopefully there would be more rain and 328 could

The Board of Directors

The Board of Directors took the following actions at its **June 21 1988** meeting:

1. Voted to accept MNS Caboose #15
2. Voted to repair Case Loader

The Board of Directors took the following actions at its **July 19, 1988** meeting:

1. Voted to accept the changes in bookkeeping suggested by the Auditors

2. Approved the land swap at Duluth Junction with the DNR

3. Voted on how to proceed with the negotiations with the Township of Stillwater

4. Voted that two diesels should be at Stillwater

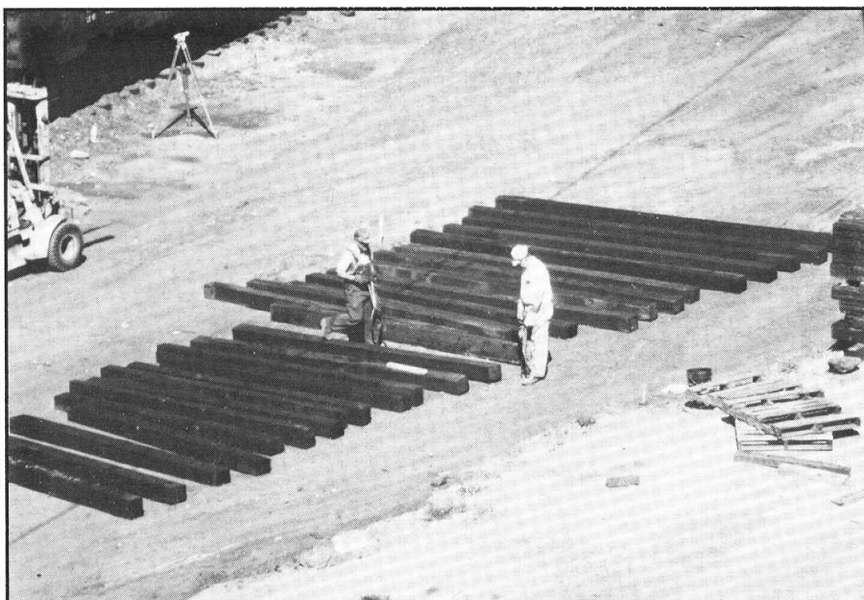
5. Voted to accept the "long range plan"

The Board of Directors took the following actions at its **August 16, 1988** meeting:

1. Voted to establish an ad hoc By-laws Committee to look into board reorganization

2. Voted that the ad hoc By-laws Committee meeting would be open to MTM members

3. Voted to change the election of officers to a mail ballot system



Richard Kasseth and Bernie Braun are hard at work setting out switch ties for the fourth switch west of the new building on a 100 degree August Saturday afternoon. Jeffrey Braun Photo

come out and stretch her legs. September proved to be just as hot but the dry spell had subsided. The last weekend in August a fire was laid in the firebox for the first time since last fall. That Saturday 328 made a shakedown run to New Brighton over the Minnesota Commercial. Except for a few steam leaks here and there (which could be expected) she performed flawlessly. The decision was made to bring NP 328 to Stillwater; thus, September 5, 1988, NP 328 arrived under steam for the first time since last September.

For four weekends "steam was king" at Stillwater and even though LST&T 105 was on standby downtown for backup power, 328 proved the superiority of steam power over diesel and never failed to operate its advertised schedule. The second weekend of operation the Star-Tribune ran a story in the Saturday Variety Section about 328's arrival in Stillwater. From that weekend on every trip was nearly sold out. 328 came back home October 3, 1988 and will be fired up again at least two more times before the end of the season, once for the Minnesota Commercial Railway's company picnic, and for a Minnesota Commercial Railway Shipper's Special.

At Jackson Street Roundhouse the tiny crews have been busy laying rail into the new shop building in addition to some general maintenance on some of the rolling stock. Two tracks extend all the way through the new building and all switches are in place to allow four tracks to enter the building. Grading is now being done to extend the first two tracks and eventually all four tracks from the rear of the building to the northwest loading dock of the actual roundhouse building. During October Railroad Specialties, the rail construction contractor that has been doing work at Stillwater, will be doing ballast work on the completed sections of rail. By the end of October all four tracks should be completed, ballasted and ready for use. Therefore, we will have a usable indoor place to work on our equipment this winter.

Thanks to all the volunteers who have been coming out Wednesdays and Saturdays to work at the Jackson Street Roundhouse. There is still much trackwork to do and as soon as the cars return for the winter there will be quite a bit of maintenance work to do. If you have a free Saturday or Wednesday evening please come on out and lend a hand.

Stillwater Report

This is written the week before Labor Day. It has been a tough and very hectic summer at Stillwater. Yet, much has been accomplished.

The season started Memorial Day Weekend with one Rock Island coach and LST&T Diesel No 105. A one car train was all we could run until August, when the GN coach No1213 arrived. NP No 1102 showed up for the Anderson Window charter but developed flat wheels and had to return for repairs.

The short train limited advertising to the Stillwater and St. Paul Newspapers, but ads were placed in the Star-Tribune when car No 1213 was added to the train. Those ads included a discount coupon. Which many riders have taken advantage of.

Stillwater's Budget called for 75 riders per trip. (We're pretty close so far, a total of 10,000+, plus charters.) Charters have been run for the Women's' Transportation Seminar and the Gasthaus Bavarian Hunter. Both charters involved a meal at the Gasthaus, which is one block from the Lofton Avenue grade crossing. More such occasions as these are likely.

The Minnesota Zephyr has been running Tuesday through Sunday evenings, plus lunch trips on Sunday and some Saturdays. The second F-unit is on the train, and owner Dave Paradeau has said he is shopping for more cars because business has been good. The Minnesota Zephyr train has been rewired to allow the cars to be uncoupled. It had previously been hard wired together.

There has been some controversy this summer over whether or not the Minnesota Zephyr is causing excessive rail wear. By the time you read this, all of the cars should have been jacked up, had the center plates lubricated, and side bearing clearances set. Thus hopefully solving the problem.

Good revenue from the Zephyr and MTM operations has made it possible to hire Ken Benedict's company,

Railroad Specialties, to do a large amount of trackwork. Using ties and 90 pound rail from MTM's salvage operation at Waite Park, over 50 lengths of rail and over 500 ties have been replaced. Over 500 Tons of ballast has been spread. A "sun kink" in the welded rail was fixed during the hot weather spell. The members work day on September 17th will concentrate on tie replacement. Hopefully, this will spur more volunteer trackwork, which has pretty much ceased.

A siding 250 feet long has been laid east of Neal Avenue behind Countryside Towing. It is being used to store work equipment, plus NP 328 while it is at Stillwater, during September.

After three years of negotiations and several false starts, the Duluth Junction land swap with the DNR was finalized, thanks largely to the persistence of **John Stein**. Work may begin on the extension this fall.

There have been several months of negotiation with Stillwater Township (not the City) following complaints by residents about the Minnesota Zephyr and MTM operation. In the beginning they considered taking the MTM to court, claiming the railroad to be "a non-conforming land use"

under the zoning code. President Aaron Isaacs has worked with the Township Board to find a compromise that will recognize the museum's right to operate, while reducing the impact on residents. The result is a consensus to:

It is unclear at this time if MTM will sign a formal agreement with the

1) Avoid regularly scheduled operations on Saturdays before 10:30am and on Sunday mornings or in the evenings.

2) Restrict trackwork by contractors to weekdays between 8am and 5pm. MTM members can repair tracks in residential areas on Saturdays from 9am to 6pm and in nonresidential areas any time.

3) Summit will be no longer used to store equipment and materials, or as a gathering point for work crews. This is because there are homes close to the track.

4) The Summit area will be planted with trees and grass next year, in order to improve its appearance and create a visual barrier for the residents. A wooden fence will go up along the south side of the right of way east of the Marylane crossing.

township or not. What is clear is that we are on a much better footing with them then at the start of the year.

A member's picnic was held at the Oak Glen Golf Club maintenance buildings near McKusick Road grade crossing on August 23. Over 170 members turned out and were treated to free rides. Unfortunately, the occasion was made bittersweet by the tragic and untimely death of **Doris Voligny** the day before from a massive stroke. Doris was one of the members that held Stillwater together. She called crews, staffed the ticket booth, and did anything else that needed doing. We will miss her terribly.

Overall it has been a difficult summer, yet also a rewarding one. We have proven that Stillwater can run every weekend and attract plenty of riders. The railroad is in better shape than ever before. Most of our line is now good for 20mph or better.

Thanks to Superintendent **Tom Dethmers** and the rest of the regulars, including the "**Gilkerson Twins**" **Wendall and Ward**, **Larry Schulte**, **Orville Richter**, **Scott Heiderich** and many many more



NP 328 descends past Dutchtown over the Highway 95 bridge and into Stillwater on a beautifully sunny Sunday afternoon September 11, 1988. Jeffrey Braun Photo



Ex Great Northern EMD SD-45 No 400 rests on the turntable at the Burlington Northern Grand Forks, ND roundhouse August 1, 1988. Myron Gilbertson Photo, GN Ry Historical Society Collection

Has it Really Been 22 Years? Remembering 1966.

—Jeffrey Braun

Do you remember the year 1966? **Lyndon B Johnson** held the office of President of the United States. Our Minnegazette Editor was one year old. The Vietnam War was in the forefront of public opinion. NASA and the space program was still in its infancy. Most cars cost less than \$2000, were made in America, had V-8 engines, and got about 10 miles to the gallon. Virtually all class one railroads had been dieselized for at least six years (save for the few steam railfan trips). In the railroad scene, bankruptcies and mergers were turning the industry upside down and in four years the GN-NP-SP&S-CB&Q would be merged to form the Burlington Northern. During the political turmoil and public unrest of the time, Electro Motive Division had introduced its line of second generation diesels (first appearing in 1959 with the EMD model GP-20) with little notice or fanfare. So it was in 1966 when the Great Northern took delivery of their first EMD SD-45's. The new SD's arrived without much publicity. Why should they have, they were just another line of diesels? Well that's not quite true. The new EMD's had begun the era of superpower diesels. For the first time, the prime mover of a diesel locomotive had surpassed the nearly industry standard of 16 cylinders in size. At 20 cylinders the new SD-45's boasted 3600 horsepower or basically two F-units or Geeps. Who would have dreamed that 22 years later in 1988 the first production SD-45 would be a museum piece? Especially the railfans who were still lamenting the passing of the steam era.

Ironically, just as the first generation diesels which had replaced steam were pushed aside by the newer SD-40's and 45's, now even newer third generation diesel power is forcing the second generation diesels into retirement. In 1985 the Burlington Northern donated the first production SD-45 (dubed *Hustle Muscle* by the GN) to the Great Northern Ry Historical Society. It sat on display at the Lake Superior Museum of Transportation in its BN paint until July 1988 when the BN repainted the locomotive back to its original GN Omaha orange and Pullman green paint scheme at the Grand Forks, ND roundhouse. Here are a few statistics on the EMD SD-45:

GN No 400 *Hustle Muscle*, Built 1965, delivered 1966, renumbered to BN 6430 1970.

Prime Mover: 20 cyl. EMD 645E3, 3600 hp

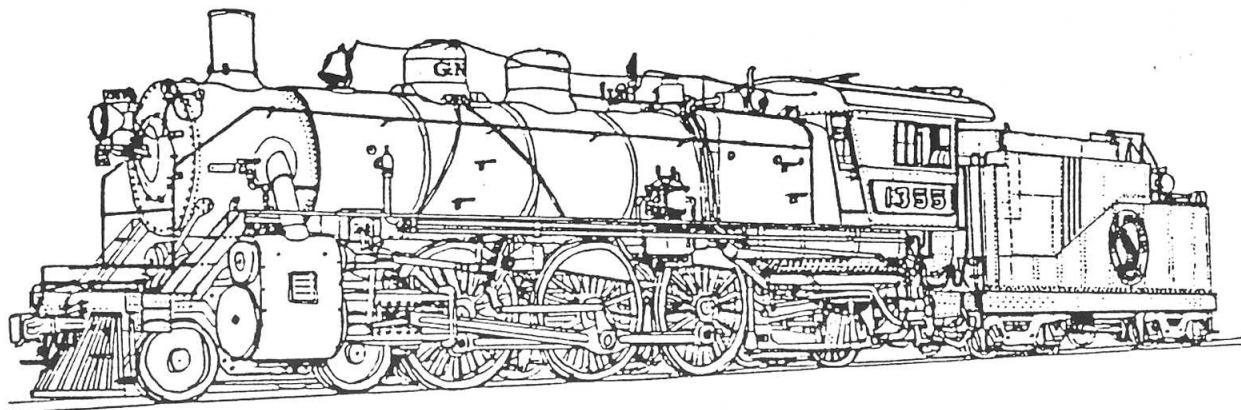
Weight on drivers: 369,340 lbs

Tractive Effort: 92,335 lbs

Maximum speed: 83mph

Cost new in 1965: \$275,113

As the steam era slips further away and our concept of museum pieces changes, what's next in line? An Amtrak Amfleet car or FP-40H locomotive? Only time will tell.



Restoration of GN No. 1355

- Aaron Isaacs

In July, **John Diers** and I took a railfan trip to Omaha and Kansas City. Naturally we wanted to check out any preservation efforts that were on the way. Lately there have been notices in railfan magazines announcing the restoration of a Great Northern Railway 4-6-2 in Sioux City, Iowa. Through **Larry Obermeyer**, President of the Siouxland Historical Railroad Association, we received the full tour.

The group was formed in 1984 to save the endangered steamer. Originally built as a Class E-14 4-6-0 in 1909, this group of engines was built for mainline express power, best known for hauling early "silk trains."

Rebuilt as a Pacific in 1924, GN Ry. No. 1355 is a Class H-5 Pacific and spent her career hauling passenger trains all over the system. Even though Mountains had entered the roster the previous year and Northerns were just five years away, the GN made good use of Pacifics in those days.

From Washington to Minnesota there were less than 50 eight-coupled passenger engines on the GN, and they were well-occupied hoisting varnish over the Cascades and Rockies. Only a few thousand pounds of tractive effort separate a Pacific from a

Mountain or a Northern, so the only advantage of the modern engines was their ability to supply high horsepower for long periods. Light engines survived long on runs where grades were light and speeds were high -- the old engines had fewer axles, lighter parts, less complexity and tended to beat the rail up less (dynamic augmentation).

By the 1950's steam was nearly gone on the GN, and like her sister light engines, No. 1355 spent her sunset years in branch-line freight service. In the case of No. 1355, her last miles were puttered off on the iron range near Kelly Lake, Minnesota.

The late **I.W. Reck** of Sioux City persuaded the GN to donate the engine for display. From 1955 to 1984 she sat on the grounds of the Sioux City Municipal Auditorium.

Time, weather and vandals are not kind to park engines, and No. 1355 was no exception. By the 1980's it was in sad shape. The city decided to dispose of it to the newly-formed Siouxland group. No. 1355 was moved to its present restoration site, the former Illinois Central engine-house on the north side of town. There the slow task of reversing the effects of decades began.

Presently the engine is about 50 percent restored and largely disassembled. The running gear is done and the staybolts are being replaced. Most of the pumps and accessories have been rebuilt. Some had rusted

away to nothing and had to be scavenged or built new. The steam shop in Mount Pleasant, Iowa has been the supplier of last resort in several cases.

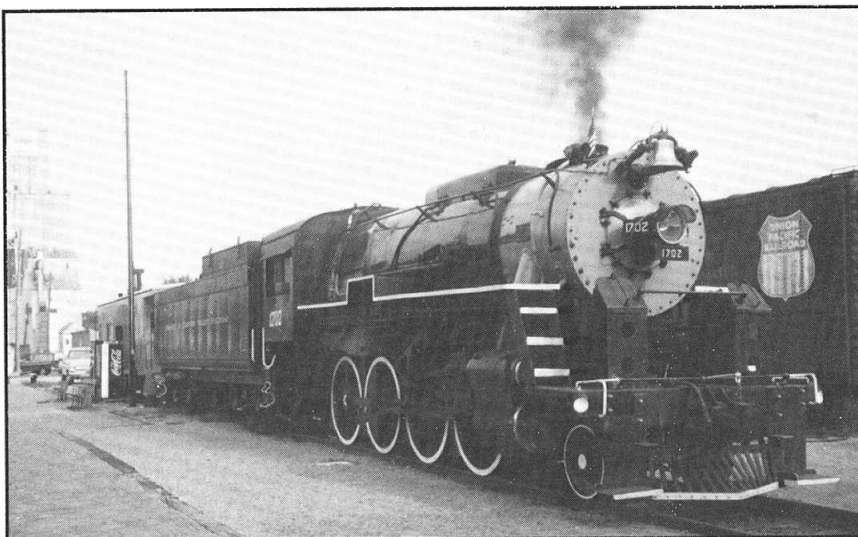
The tank has been removed from the tender frame. The frame is broken in two places and needs welding and replacement of members. The cab has been removed and a separate crew is rebuilding it. According to Larry Obermeyer, "steam-up" is at least a year away.

Like MTM, the Siouxland group was formed to save a single piece of rolling stock, and like MTM, it has grown beyond that.

The search for an operating site led to the Sioux City Airport. There the group obtained the use of a vacant building on the Air Reserve base. The building has been rehabilitated and houses the group's office, historical displays and a large model railroad.

The base has several unused spur tracks to military buildings. These join a C&NW track that connects the nearby Minneapolis-Sioux City-Omaha main with a power plant. The plan is to use the Air Base trackage for storage and the power plant line for excursions.

Anyone interested in getting involved with the Siouxland Historical Railroad Association should write to **Larry Obermeyer, Jr., 3028 South Street, Sioux City, IA 51106.**



Fremont and Elkhorn Valley 1702 at Hooper NE July 1988 under steam for the first time since recent repair. John Diers Photo

Fremont and Elkhorn Valley

- Aaron Isaacs

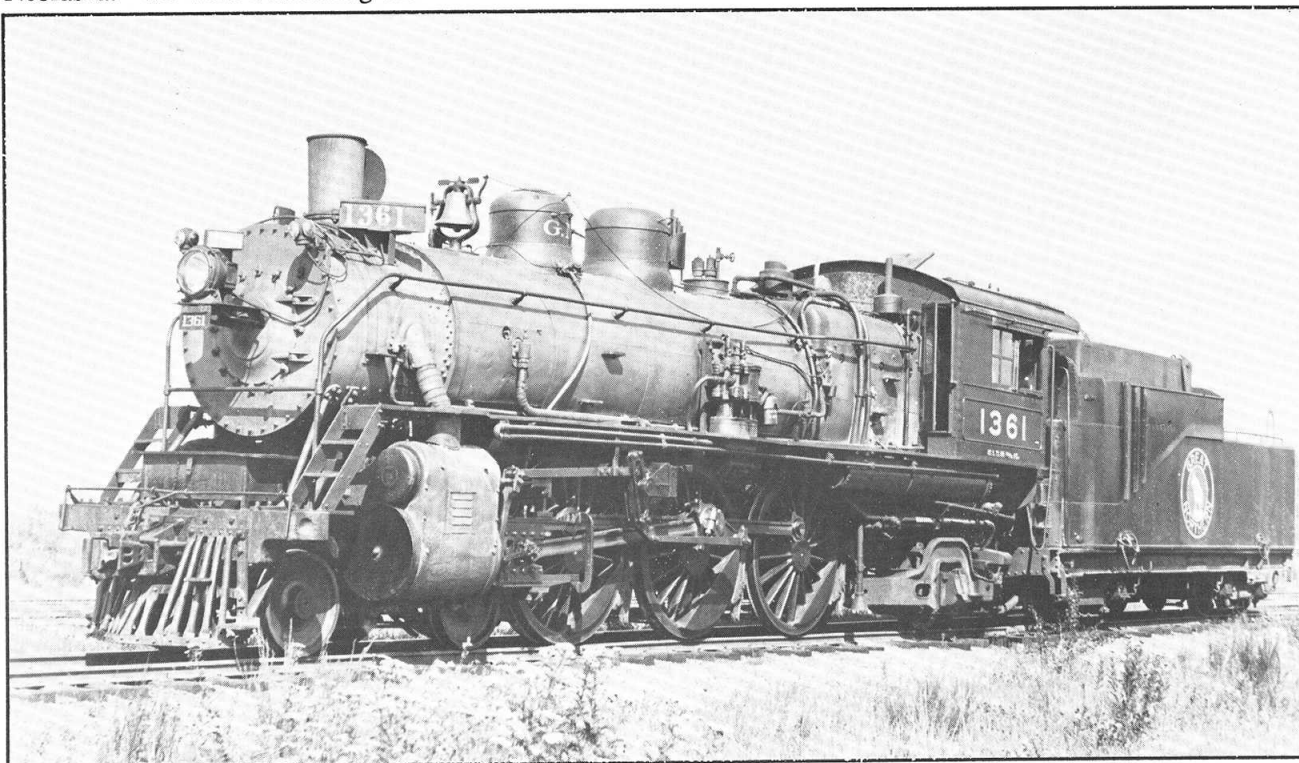
An unexpected highway detour diverted us through Hooper, Nebraska. We were bemoaning the

seemingly abandoned condition of the C&NW track when we came upon a forlorn F-unit and some equally neglected-looking freight and passenger cars on the outskirts of Hooper. We were trying to figure out what this meant when we saw smoke drifting upward. There was ex-US Army 2-8-

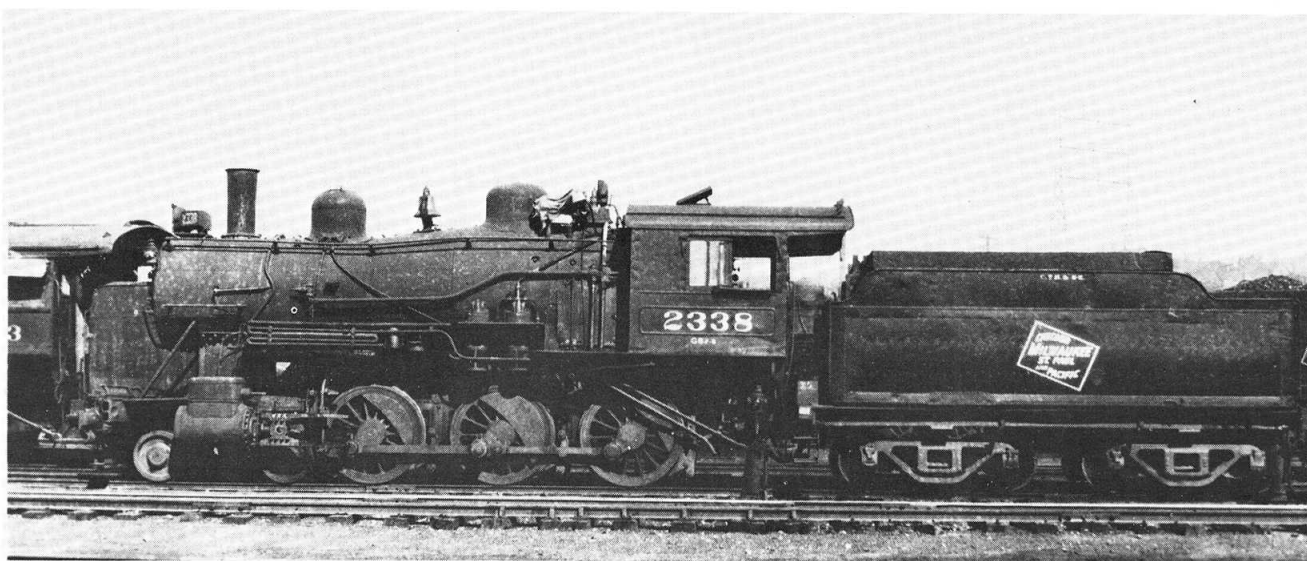
0 No 1702 under steam, in front of a recently-built enginehouse and surrounded by some much better-looking passenger cars. The engine formerly ran on the Reader Railroad in Arkansas.

We had happened upon the Fremont and Elkhorn Valley. It operates on a section of ex-CNW "cowboy" line that stretches across Nebraska from Fremont to Chadron, NE, where it split and headed west for Wyoming and north to Rapid City, South Dakota. The section from Fremont to Norfolk was abandoned a few years ago. C&NW trains now use the Union Pacific between those points.

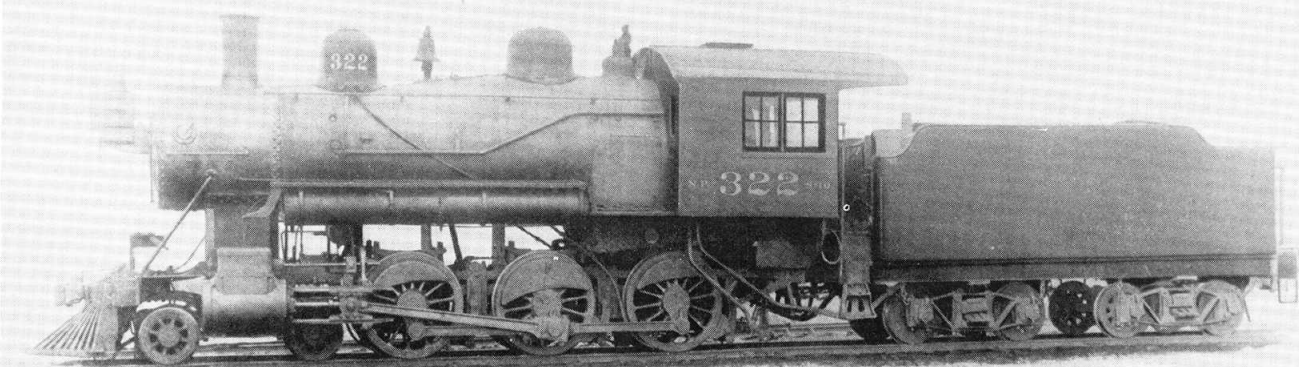
Like some other new shortlines, the F&EV provides both freight and tourist service. Presently the line runs both excursions and dinner trains. Recently another 20 miles of the ex-CNW main was purchased from Hooper to West Point, Nebraska. This is expected to lead to increased freight traffic.



Great Northern H-5 class Pacific No 1361 circa 1950. The H-5's were built from ten wheelers in the Great Northern's own Dale Street Shops in St Paul, MN. Close inspection reveals that 1361 is painted in the classic GN steam locomotive colors of glacier green, black, silver, and a red oxide cab roof. Photo, Jeffrey Braun Collection



NORTHERN PACIFIC CLASS S-10 TYPE 4-6-0



NUMBERS 320-329

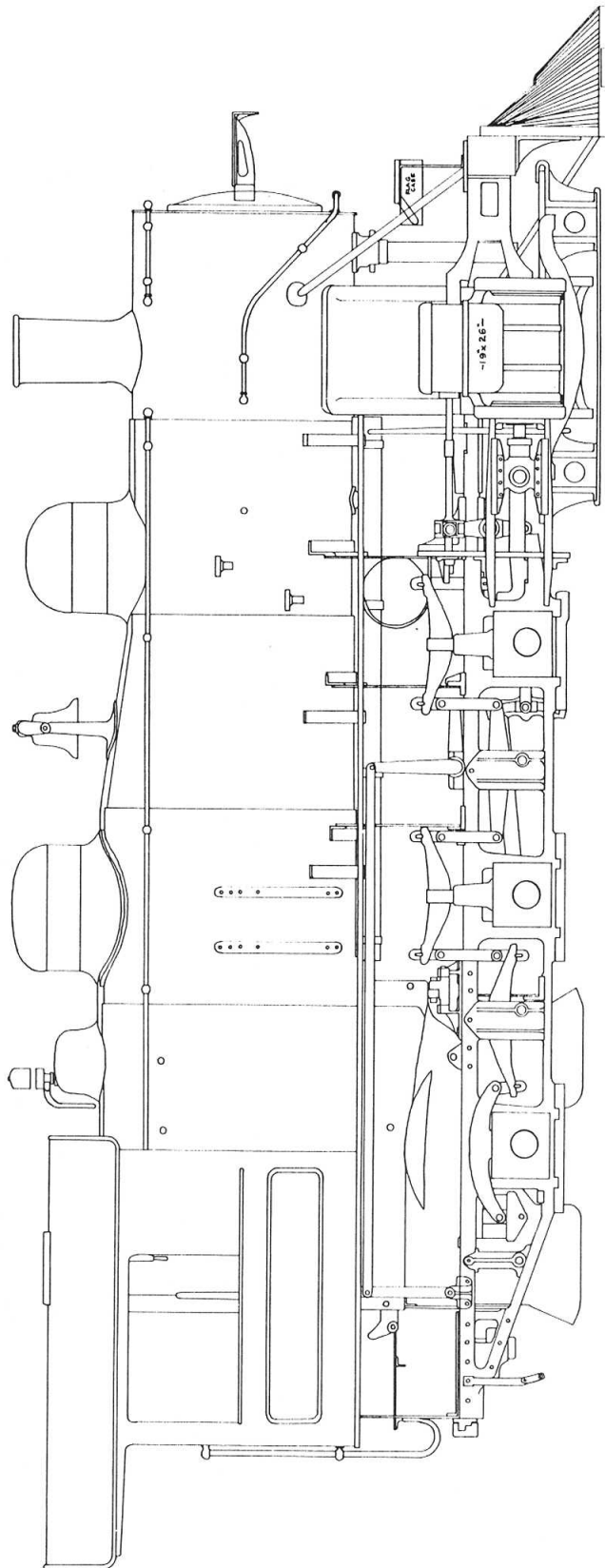
TOTAL NO. IN CLASS 10



Compare the three views of the 1905 Alco ten wheelers. Top: Where have you seen this engine before? Milw 2338 was built in 1905 as Chicago Southern 602, sister to NP 328. Milwaukee Road acquired the locomotive from CTH&SE in 1921. C.E.Winters Photo. MTM Collection. Middle: NP 322 circa 1920. MTM Collection. Bottom: NP 328 Heading for Northfield circa 1982. R.L.Renz Photo. MTM Collection. Opposite, NP S-10 class erection card drawing. J.Braun Collection

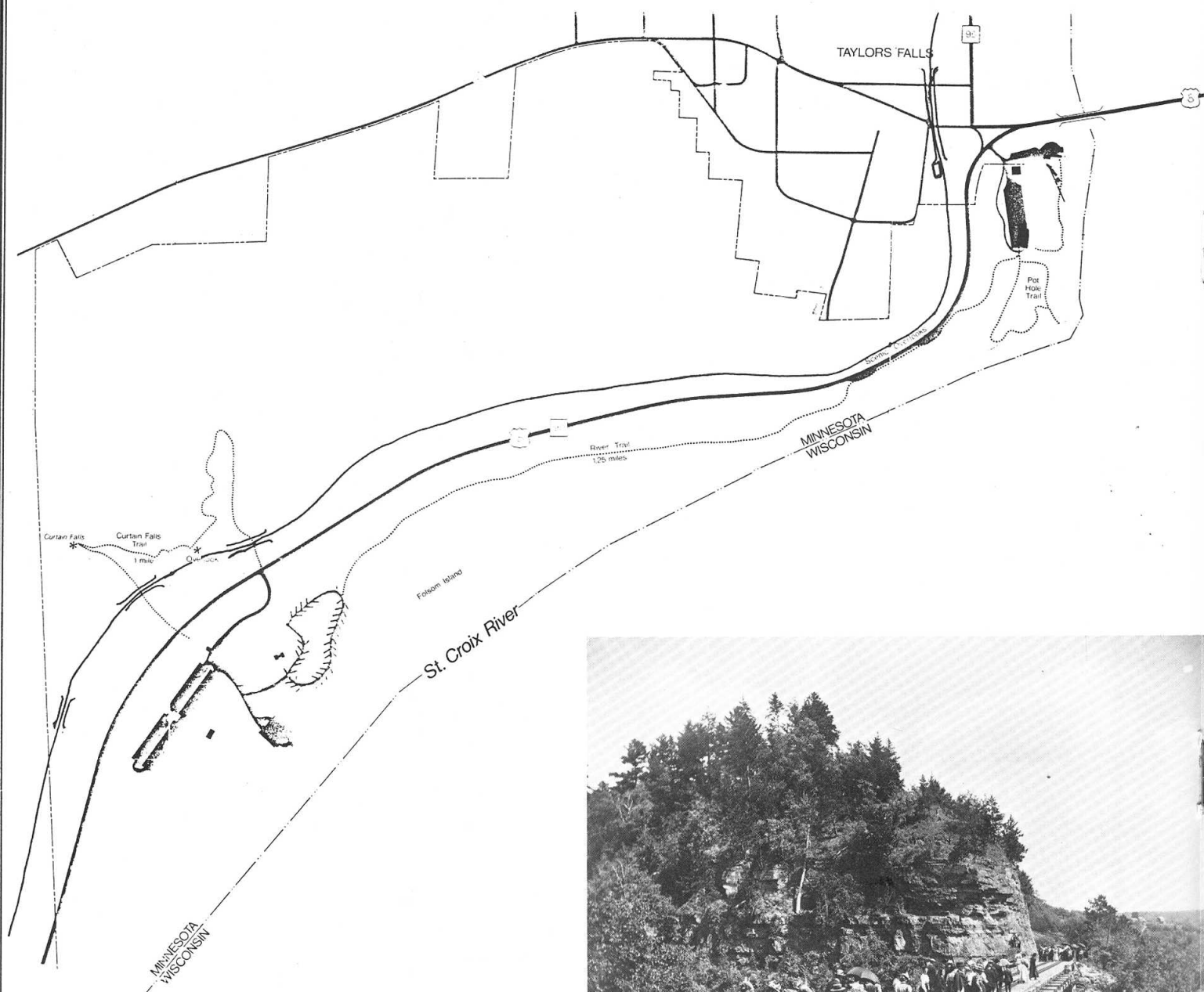
NORTHERN PACIFIC RAILWAY
 5-10 CLASS 4-6-0 ALCO 1905
 No's 320 - 329

ERECTING CARD
 NP 5-10 CLASS
 AMERICAN LOCOMOTIVE
 COMPANY
 -JUNE 20, 1905 -



Redrawn for the Minnegazette by
 Jeffrey Braun 10/88

FROM WYOMING TO T THE TAYLORS FALLS



Top right: This photo has been published before, but it is by far the best view of the Taylors Falls line's spectacular climb out of the St Croix River valley. Minnesota Historical Society Collection

Bottom right: Looking like somewhere along the Silverton, CO line, the Taylors Falls line climbs out of the valley the hard way, with rock cuts, trestles, and side hill construction in the distance.

Minnesota Historical Society Collection

Above: Behold the age before risk management. Victorian excursion passengers complete with parasols hoof it onto one of the sidehill trestles near Taylors Falls.

Minnesota Historical Society Collection

TAYLORS FALLS BY RAIL & LAKE SUPERIOR



- Aaron Isaacs

The town of Taylors Falls, Minnesota sits astride the rocky Dalles of the St. Croix River. One of the most scenic spots in Minnesota, it was the destination of a pretty spectacular railroad line.

Incorporated in 1868, the Taylors Falls & Lake Superior began construction in 1878 from a junction with the St. Paul and Duluth at Wyoming, Minnesota. It took until 1880 to finally reach Taylors Falls, due to heavy construction on the last few miles into the valley. Upon completion the line was leased jointly by the St. Paul & Duluth and the Minneapolis & St. Louis. This was part of a strategy to prevent the "Misery & Short Life" from building its own line to Duluth. The M&StL backed out in 1893. The line was merged into the StP&D in 1898, which became a part of the Northern Pacific in 1900.

From Wyoming, the line headed east through farmland for several miles. It then turned northeast to parallel what is now Minnesota Highway 8 through the closely spaced lake district towns of Chisago City, Lindstrom and Center City. Continuing

east, it passed the rural stations at Shafers and Franconia before beginning the drop into the St. Croix valley.

The line was laid on a shelf cut into the limestone bluff. Three large trestles spanned side valleys. A rock cut, since widened to accommodate the highway, was necessary to turn the corner into Taylors Falls. The railroad, a latecomer to town, was forced to stay up on the hill and use another long trestle to reach a yard and enginehouse on the north side of town. The Taylor Falls depot still stands today and is used as a community center.

Popular with tourists, the branch settled into a quiet rural existence, hosting the daily mixed train, plus occasional specials from the Twin Cities.

In later years, the local freight was based in Rush City, and a single crew serviced both the Taylors Falls and the NP branch to Grantsburg, Wisconsin. The crew would work round trip to Grantsburg in the morning, deadhead down the NP main to Wyoming, and then run into Taylors Falls. Returning to Rush City, the crew would tie up until the next day.

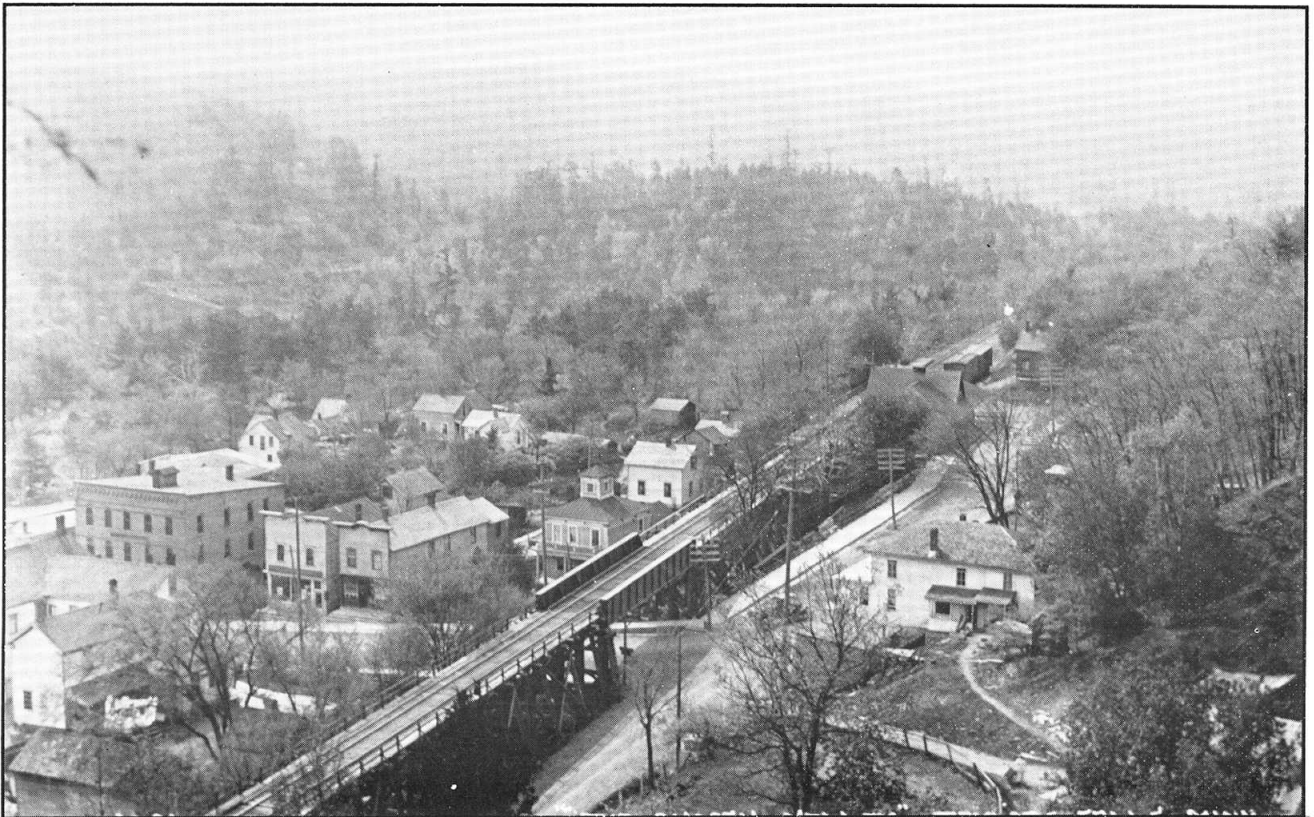
During the late steam era, the regular engine for the Taylors Falls branch was MTM's engine No 328. Heavy excursion trains sometimes received Class W Mikados. June 30, 1948, was the last day of service, and NP 328 was retired shortly thereafter.

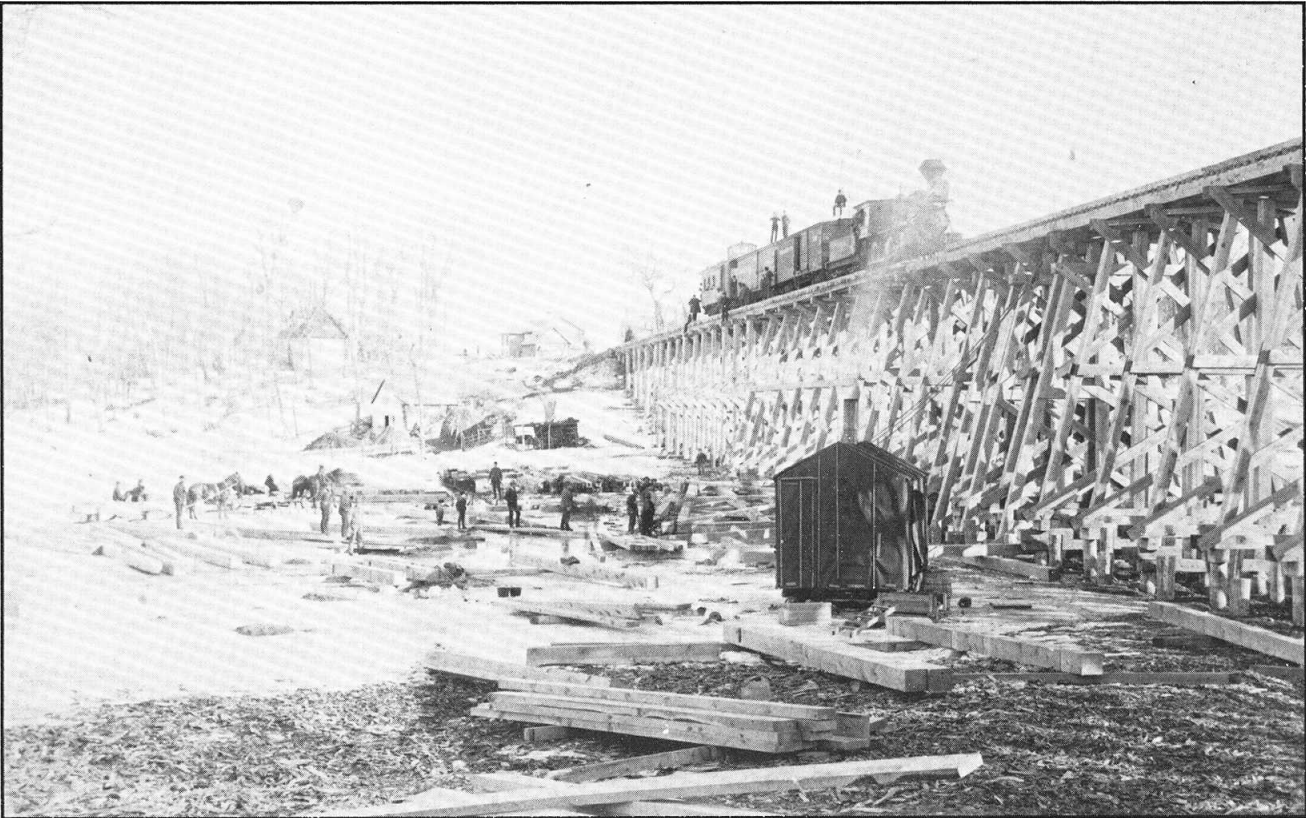


This early view from the Wisconsin side of the St Croix River in 1885 shows the trestle through Taylors Falls. The depot is out of the picture to the left. Minnesota Historical Society Collection



These two scenes look down on the Taylors Falls trestle. In the 1885 view(above), there seem to be a loading platform but no depot. By 1915, steel girder bridges have replaced the wood trusses. The depot is up and a siding has been added (below). Minnesota Historical Society Collection





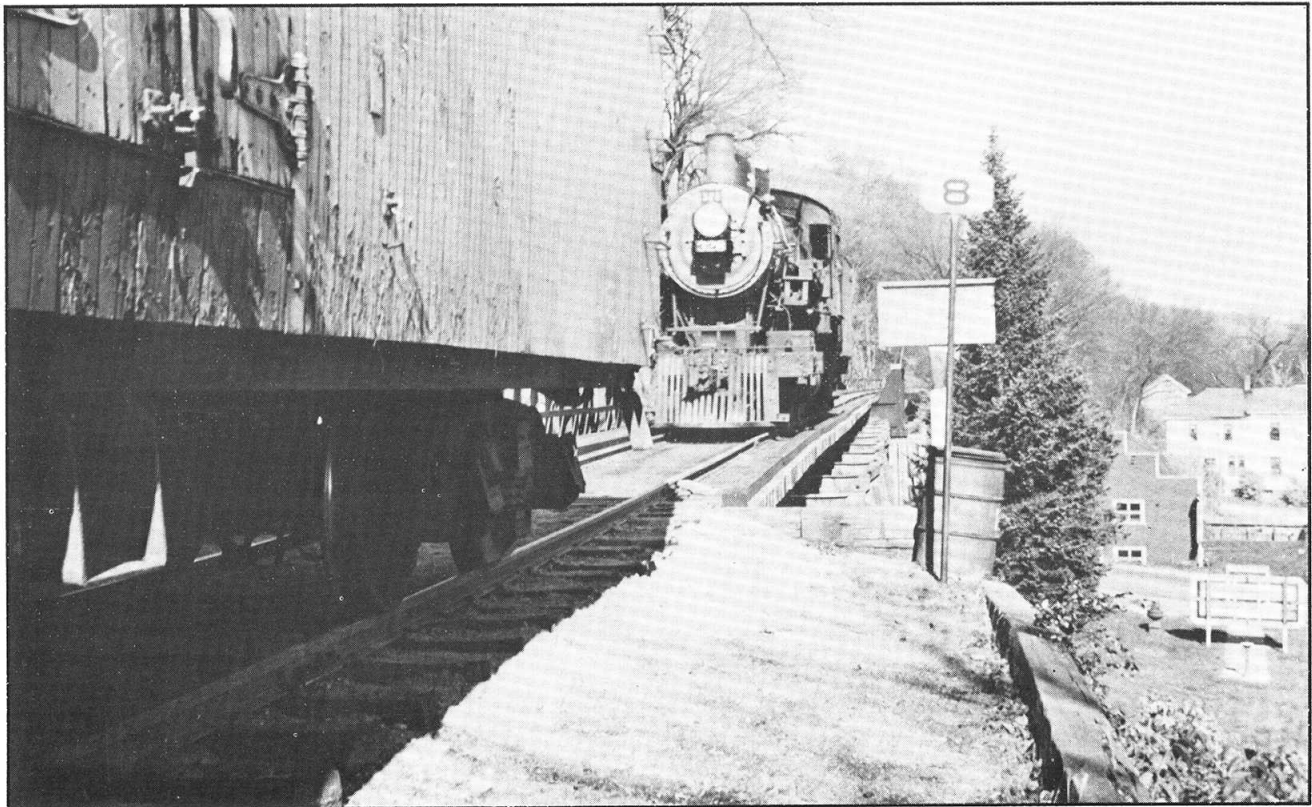
This view circa 1880 shows a St Paul & Duluth Railroad construction train during construction of the Lindstrom, MN bridge. It looks as though it could be a typical Minnesota winter day perhaps in January. The workers seem indifferent to the cold weather. Not unusual for Minnesotans. S.C.Sargent Photo, Minnesota Historical Society Collection



Northern Pacific Railway depot in Lindstrom, MN circa 1909. It appears that the local passenger train has just arrived and quite a crowd has gathered to the left of the depot. Minnesota Historical Society Collection



Northern Pacific No. 1135, possibly an American Standard or a Mogul type pulls into the Taylors Falls depot in 1908. Note how the depot is perched on the hillside. Modern outdoor lighting can be seen on the depot platform in the form of kerosene lamps. Minnesota Historical Society Collection



June 30, 1948 was the last run of the Taylors Falls local. NP Ten Wheeler No. 328 held down the run in the final years of operation. By then the passenger trains had been dropped and the local ran as a mixed train with a wooden truss rod combine carrying the markers. This view is looking north from the Taylors Falls depot on the final day of operation. Minnesota Historical Society Collection



The line continued about one mile beyond the Taylors Falls depot. It ended in a wooded, marshy area near the St Croix Falls Dam. There was a small engine house and the most basic of railroad devices, the armstrong turntable. The advantages of being in engine service are apparent as 328 and her engineer and fireman go for a spin on the turntable powered by the rest of the train crew. R.V.Nixon Photo, Lavallo Collection



The Minnegazette published another view of this scene at Wyoming on the last day of operations, June 30, 1948. Here NP 328 is about to back down to the combine and then head for Taylors Falls for the last time. A quick glance at the photo reveals many items of 1920's americana; the steam locomotive, Mobil Oil's pegasus, the architecture of the service station, and the Coca-Cola billboard to name a few. Minnesota Historical Society Collect.



Northern Pacific depot at Center City, MN circa 1910.
Minnesota Historical Society Collection



It's almost train time in Chisago City and the folks are all dressed up.
Chisago City, MN 1906. Minnesota Historical Society Collection

NRHS Operates Otter Tail Valley Express Excursion

- Hudson Leighton

The Northstar Chapter of the National Railway Historical Society chartered the **Otter Tail Valley Express** for a round-trip between Avon and Fergus Falls on October 1, 1988. The train had two coaches, the "Chickadee" and the "Southwind" which carried about 60 NRHS members and friends for the 194-mile ride. A nicely refurbished train, it was powered by a GP-18 at each end of the train. Dutch doors were available for railfanning, and a lottery was run for cab rides.

Since taking over operation of the St. Cloud to Fargo (ex-GN) branch from Burlington Northern in the Fall of 1986, Otter Tail Valley has upgraded the line. Today most of the railroad has a speed limit of 40 mph.

Otter Tail Valley operates the consist on most weekends out of Fergus Falls, Alexandria and Moorhead. Please call (218) 736-6073 for more information.

New/Old Streetcars: Lowell National Historical Park

- George K. Isaacs

On June 13, 1988 MTM members Gary Foss, Dave Norman, Russ Olson, Norm Podas, Bob Schumacher, and the I arrived in Lowell, Massachusetts to visit a unique national park. Unlike the public perception of a national park as a place of natural beauty, Lowell Park is a collection of restored cotton mills, a system of canals that furnished the water to power the mills looms, and 1.5 miles of trolley line that transports the public while on the various guided tours.

Prior to opening the Lowell National Historic Park, the National Park Service commissioned the design and building of two double truck open trolley cars. The 15 bench open cars are authentic reproductions of the 1598-1600 series manufactured by the J.G. Brill Company for the Eastern Massachusetts Street Railway in 1901. The two cars cost about \$225,000 each.

The cars were engineered by the Louis T. Klauder Engineers of Philadelphia and built by GOMACO of Ida Grove, IA. Although not mentioned on the specification sheet, the Seashore Trolley Museum of Kennebunkport, Maine furnished historical advice, documentation, and probably some parts for reproduction. GOMACO produced the necessary brass castings in their own foundry.

The open cars are 43'6" long, weigh 34,000 pounds and are all new except for the running gears, controllers, compressors, and trucks that were obtained from Melbourne, Australia where they were used on the famous W-2 series tram. GOMACO, a manufacturer of concrete finishing machinery for highways, built new steel underframes. They tested the completed car towing a generator set for D.C. power a'la MTM's "goat" that was used from 1963 to 1973 to

power TCRT 1300.

The open cars are numbered 1601 and 1602 and are painted yellow and green respectively. In this writer's opinion GOMACO did an excellent job of building a 1901 car in 1984.

In addition to the open cars which are appropriate for warm weather service corresponding to the high tourist season, the National Park Service commissioned the design and construction of a closed streetcar for use in cold weather. The same parties participated in the design and construction of this car as with the open cars. The person responsible for the historical and technical authenticity was the now deceased **Theodore Santarelli**, past president and one of the founders of the Seashore Trolley Museum.

The closed car is a reproduction of the 4100 series cars on the Bay State Street Railway built by the St. Louis Car Company in 1912, and Laconia Car Company in 1914. Seashore

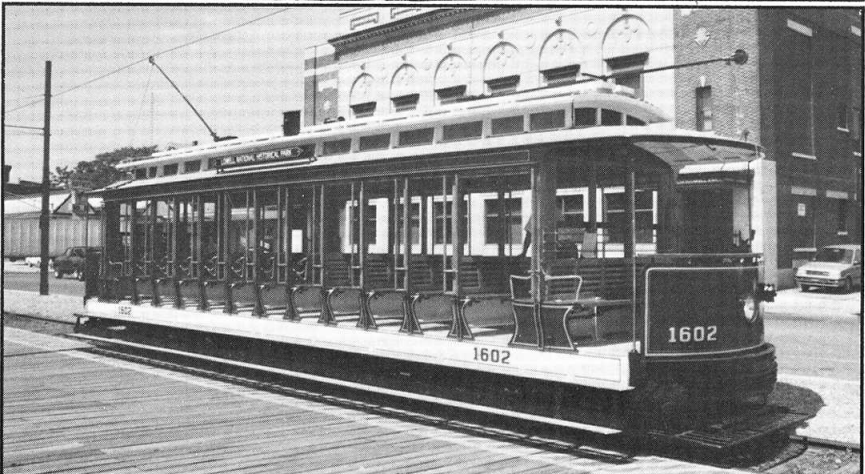
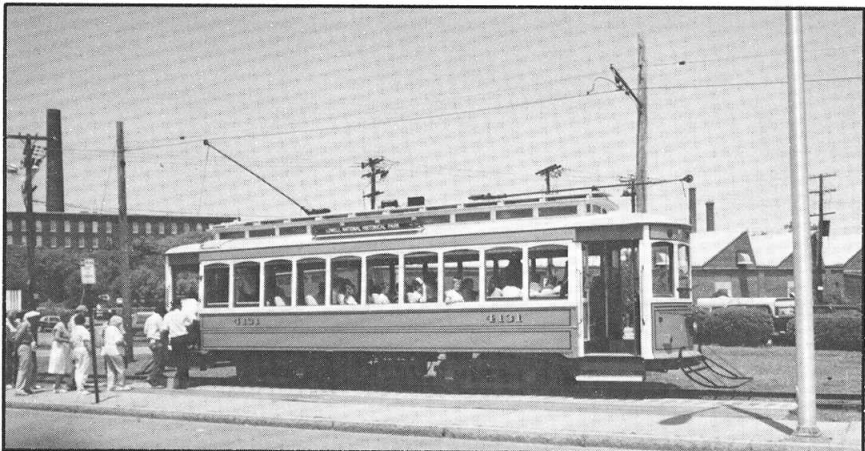
Museum has one car of this series BSSR 4175 in their collection so a prototype was readily available for dimensions and details.

GOMACO approached the construction of these cars with the same philosophy as we have at Lake Harriet. They used welded steel framing but provided bolt and rivet heads on the face of the side sills. Steel was used in car lines and corner posts but faced with wood. They used many of the same woods that we used on DSR 78 including ash, cherry, maple flooring, and birch veneer.

Our group of MTM members rode the closed car on the tour we selected. The car rode very well never hitting more than 10-12 mph. The interior of the car was well finished, however the brass castings need a bit more finishing.

The cars are a credit to the people who designed and built them. They certainly have our stamp of approval.

Norm Podas Photos

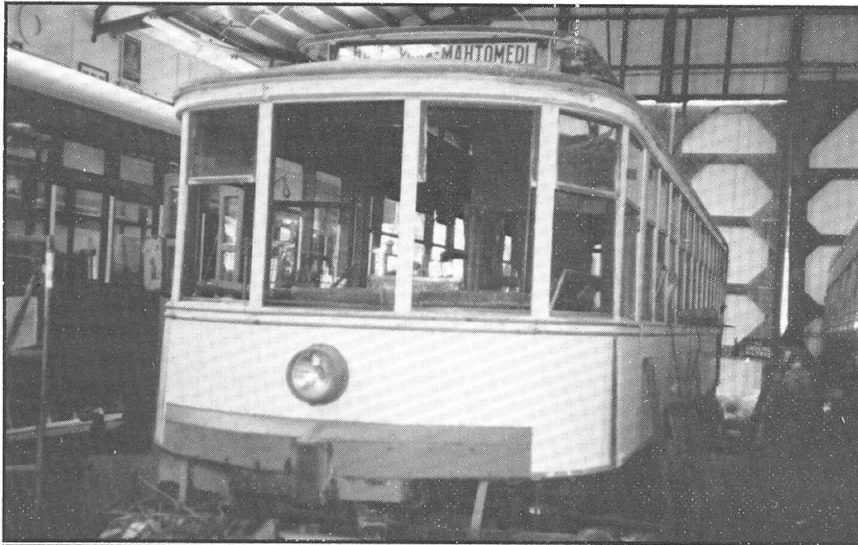


Seashore Trolley Museum Begins Restoration of Twin City Lines No 1267

- Russell Olson

MTM member Douglas R. Anderson of Rochester, MN has made a substantial financial contribution as a memorial to his grandfather for the restoration of TCL No 1267. His grandfather was a Twin City Lines motorman from the early 1900's to about 1947. A photograph of his grandfather standing in front of TCL car No 1378 sometime before

1920 inspired Mr. Anderson to attempt restoration of No 1267 to its appearance before the 1928 major rebuilding. The restoration entailed removal of the front exit doors and steps, replacing them with a motorman's cab door, rebuilding the front bulkhead, and replacing the triple rear gates and steps with a double gate and steps configuration.

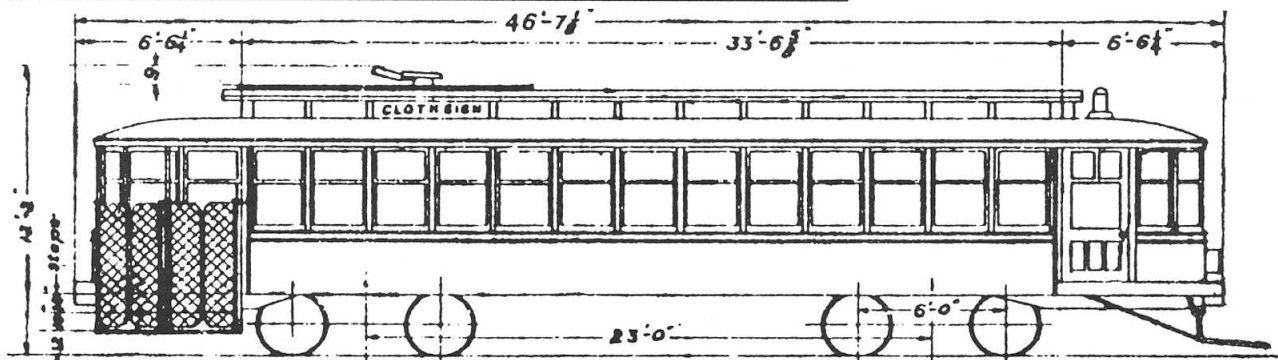


TCL shop drawings in the collections of Bill Olsen and Russell Olson do not provide complete answers to the rebuilding problem, but what is available has been furnished to Mr. Anderson to assist in the restoration. No 1267 was moved into the Seashore shop in late 1987. The seats have been removed along with the rear half of floor which had buckled. It was discovered that the rear platform knees were in unusable condition and that there was severe deterioration in other steel under the rear platform.

While attending the Boston Trolley Meet in June, 1988, George Isaacs, Gary Foss, Norm Podas, Bob Schumacher, and Russ Olson visited the Seashore shop. They found MTM member Fred Maloney of Boston working in the shop. He graciously took time to explain what was taking place on No 1267 and how that work related to other projects in the shop. He also was kind enough to move various obstructions so that No 1267 could be photographed.

The photographs illustrating this article (which were taken by George Isaacs) show the progress as of June 15, 1988 on rebuilding the rear platform. This is the extent of restoration work undertaken by that date.

George K. Isaacs Photos



IT ALL BEGAN WITH A TWIN CITY STREETCAR:

Over the past twenty years the Minnesota Transportation Museum has built a modest collection of rail and motor vehicle equipment. Many pieces are operational while the majority still await funding and restoration. Because many members are new and many other members are not active we have decided to update the membership on the current roster of operating equipment and equipment next in line for restoration or restoration that is already in progress.

Operating equipment: Railroad

		Steam Locomotive	
NP	328	Steam Locomotive S-10	Built 1905, Acquired 1976
		Diesel Locomotives	
DPL	100	Diesel Electric Loco.,	Built 1913, Acquired 1967
LSTT	101	EMD NW-2,	Built 2/48, No 5287, Acquired 1986
LSTT	102	EMD NW-2,	Built 2/48, No 5288, Acquired 1986
LSTT	105	EMD SW-1200,	Built 7/57, No 23480, Acquired 1987
		Passenger Cars	
GN	1096	Coach	Pullman Lot No 6812, Plan 7485, Ordered 8/46 Delivered 1047, as CNW 3453 then CNW 801 in 1958, then GN 1096 1963 , Acquired 1981
GN	1097	Coach	Pullman Lot No 6722, Plan 7485, Ordered 5/44 Delivered 2/46-4/46. CNW 3444, then CNW 808 1958, then GN 1097 1967 , Acquired 1981
GN	1213	Coach	ACF Lot 3444 ordered 10/49 delivered 10/50 - 3/51, Acquired 1981
GN	A-11	Observation Car	Built 1911, Built as No 9021, Acquired 1981
NP	1102	Combine	RPO,Baggage, Passenger, Built 1914, Acquired 1975
CRI&P	2604	Coach	Built 1927-28, Acquired 1980
CRI&P	2608	Coach	Built 1927-28, Acquired 1981
		Baggage Cars	
GN	480	Rider Baggage	Built 1917, Acquired 1978
NP	234	Baggage	Pullman Lot 7024, Plan No 72724 ,Ordered 2/63, Delivered 12/63, NP 234 then BN 668, Retired 1971, Acquired 1982. Currently machine shop car.
		Caboose	
NP	1631	Caboose	Built 1918, Acquired 1981
		Auxiliary Tender	
MTM	AT-1	Tank Car	Built 1959, Acquired 1977?

Operating Equipment: Traction

		Streetcars	
DSR	265	Streetcar	Built 1915, Acquired 1973
TCRT	1300	Streetcar	Built 1908, Class I, Acquired 1962

Equipment under restoration: Railroad

		Diesel Locomotive	
CBQ	9735	Diesel Electric Car RPO,	Baggage, Blt 1929, Aq 1984.
		Steam Locomotive	
NP	2156	Steam Locomotive Q-3	Built 1909, Acquired 1980
		Auxiliary Tender	
GN	X3232	Auxiliary tender,	Built 1911, Acquired 1983

Passenger Cars

D&IR	30	Coach	Built 1918, Acquired 1983
GN	1084	Lounge	Twin Ports Built 1920 Rebuilt 1952, Acquired 1979
MNS	Gopher	Business Car	Built 1887, Acquired 1984
CBQ (NP)	598	Coach	Pullman Lot No 6739, Plan 7509, Ordered 10/44 Delivered 6/46-1/47 56 seat coach , Retired 1971 Acquired 1985

Equipment under restoration:Traction

		Streetcar	
DSR	78	Streetcar	Built 1893, Acquired about 1971

Other operating Equipment

		Buses	
TCRT	1399	GMC, Circa 1954	
TCRT	630	Mack, Circa 1941	

The Minnesota Transportation Museum does own a few other pieces of railroad and traction rolling stock which has not been included at this time because it is in storage awaiting future restoration. This roster is based on information supplied by Hudson Leighton, October 5, 1988. Please send any corections or additions to Hudson Leighton.



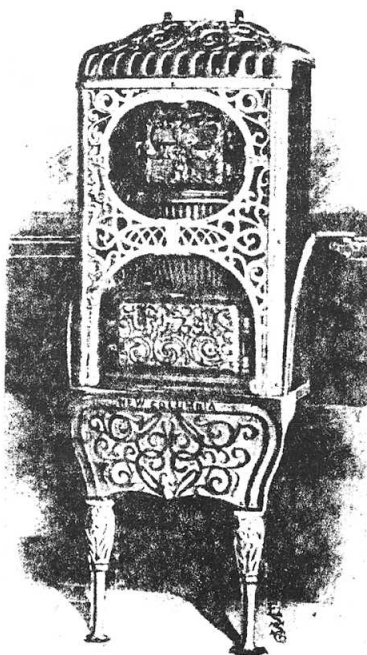
Is this some sort of Milwaukee road mixed train? Maybe a photographic trick. It's neither one. This June 1954 scene shows Minnesota Railfans Association ex-TCRT streetcar No 1300 enroute to Minneapolis Moline in Hopkins, MN in a Milwaukee Road way freight. It must have been quite an unusual sight to say the least. Who would have guessed then that by 1988 that MRA would have evolved into the MTM we know today.
MTM Collection

Heating Stove Needed For DSR 78

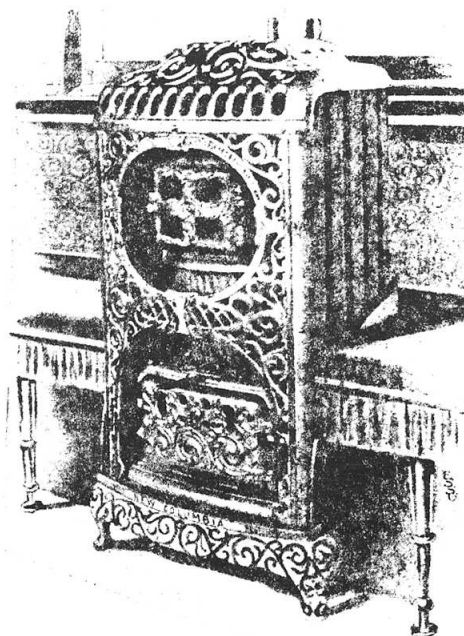
Within the next six months a heating stove similar to those pictured on this page will be needed at Lake Harriet. The stove should be somewhat rectangular, not measuring more than 18 inches x 18 inches x 33 inches high. It should have a top mounted exhaust flue six inches in diameter. We have not found an equivalent in the heating stoves that are being made today.

If you, a museum member, see a similar looking stove in an antique or junk shop please contact this writer with any information.

George K. Isaacs
682 West Sextant
Roseville, MN. 55113
(612) 484-7512



New Columbia Car
Stove. Seat Type



New Columbia Car Stove.
Floor Type

About the inside back cover: Some of the shop crew at the Shoreham Shops of the Minneapolis, St Paul, & Sault St Marie Railroad (Soo Line) in Minneapolis pose on their new class H Pacific No 705 sometime after the turn of the century.
Minneapolis Public Library Collection

About the back cover: Detail of back platform on Duluth Street Railway car No 163 clearly shows the configuration to which MTM's 1239 and the Seashore Trolley Museum's 1267 cars will be restored to.
Duluth Street Railway Company Photo
Wayne C. Olsen Collection



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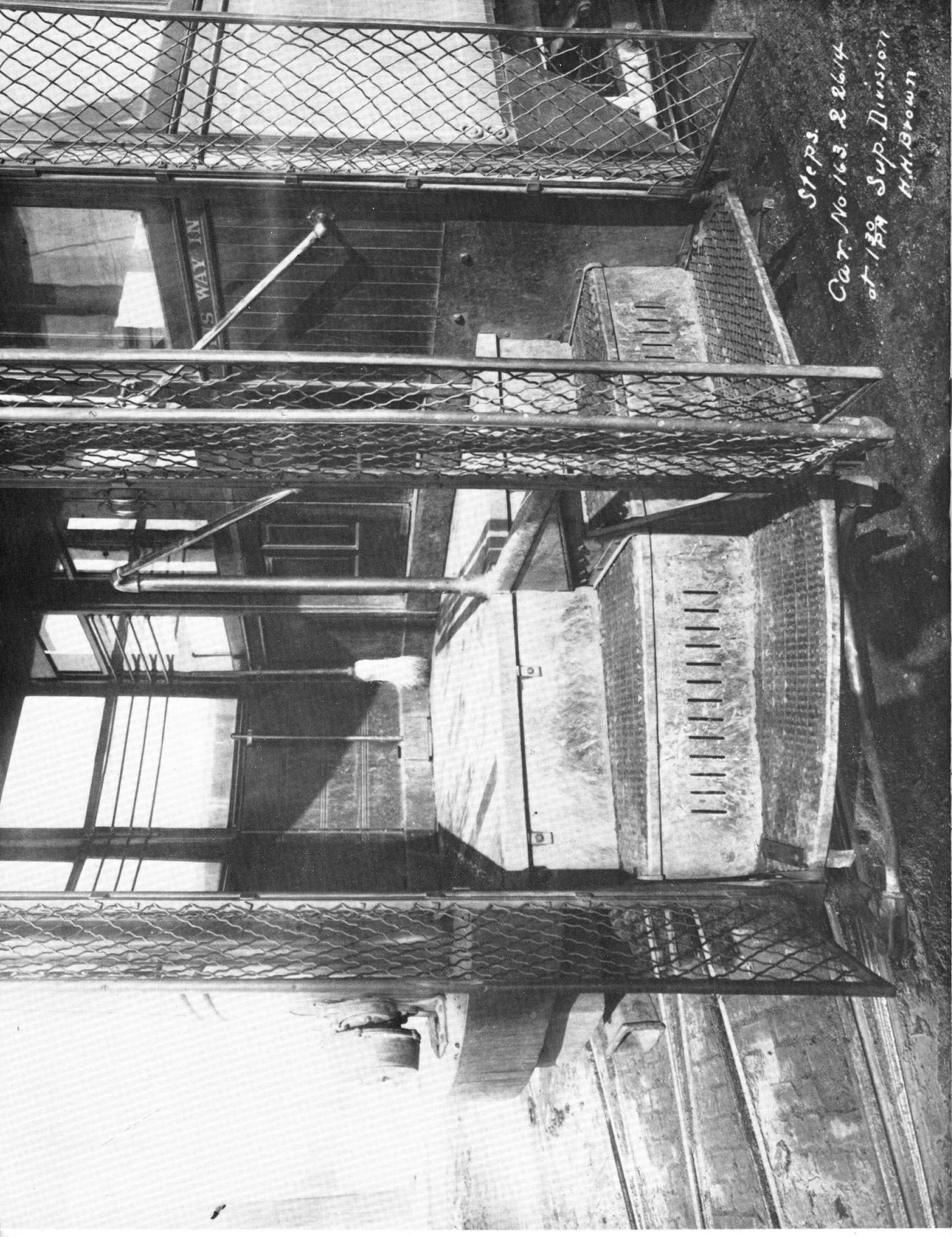
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August 2021

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